

To-day's
Advertisements.

NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small Amounts.

Apply—

J. J. FRANCIS,

4, Des Vieux Road.

Hongkong, 11th May, 1901.

[511c]

NAVAL CONTRACT.

1901-1902.

SEALED TENDERS in Duplicate will be received by the DEPUTY VICTUALLING STORE OFFICER until NOON, on MONDAY, the 10th June, 1901, for the SUPPLY of TEA for the use of H.M. NAVY for One Year ending 31st August, 1902.

Printed Forms and Tenders and further particulars can be obtained at the Deputy Victualling Store Officer's Office.

Samples to accompany Tenders.

The right to reject the lowest or any Tender is reserved.

H. S. VAUGHAN,
Deputy Victualling Store Officer
(In Charge).

Hongkong Victualling Yard,
20th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"INDIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. *Massimiliano* trans- shipped at Trieste.

From Leghorno, ex S.S. *Pasquale* and *Imperatore* transhipped at Port Said.

Optional Cargo will be discharged unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WILKIN & Co.,
Agents.

Hongkong, 21st May, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st May, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 28th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 28th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 21st May, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings Cargo—

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 21st May, 1901.

To-day's
Advertisements.

V. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY), the 22nd May, 1901,
at 11 A.M.,
AT ARMY ORDNANCE STORES, QUEEN'S
ROAD EAST.
THE FOLLOWING GOVERNMENT STORES:—
AT THE ARSENAL YARD:—

OLD BRASS, GUNMETAL, COPPER,
WHITE METAL, LEAD, ZINC, STEEL,
CAST, WROUGHT, AND GALVANIZED
IRON, LEATHER, BLANKETS, SERGE,
TENT, DUCK, GROUND SHEETS, TAR-
RED and PLAIN CANVAS, ROPS, DOO,
SOOTIE, BUNTING, LINEN, COTTON
and WOOLLEN RAGS, TARRED OAKUM,
TEA and COFFEE BOILERS, WADMIL-
TILTS, BED CASES, WOOD and PACKING
CASES, &c., &c., &c.

IN R.E.'S YARD, OPPOSITE NAVAL YARD:—
EMPTY PACKING CASES, ZINC LIN-
INGS, OLD IRON and WOOD.

Catalogues can be had at Ordnance Office or from the Auctioneers.

TERMS OF SALE.—Cash on delivery. All
Faults and Errors of Descriptions, at Pur-
chasers' Risk on the fall of the hammer. All
Lots to be cleared within 48 hours.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st May, 1901.

NOTICE.

THIS is to notify the Public that a person
known as LEUNG CHUK SANG of WENG
FAT, No. 24, Stanley Street, has no con-
nection whatsoever with the Undersigned.

WING FAT,
Printer, Stationer.

No. 16, Pottinger Street,
Hongkong, 21st May, 1901.

[531c]

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VIC-
TORIA PRECEPTORY will be held
at the FREEMASONS' HALL, on MONDAY,
the 27th instant, at 8.30 for 9 P.M. precisely.
Visiting Sir Knights are cordially invited to
attend.

Hongkong, 21st May, 1901.

[549c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOV VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the
above Port, on THURSDAY, the 23rd instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

[321c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI AND KELUNG.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above
on TUESDAY, the 28th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

[481c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the
above Ports, on WEDNESDAY, the 22nd instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

[226c]

For Sale.

NOW READY.

THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should
order early, as only a limited number
has been struck off and a Second Edition
cannot be printed.

The Special Edition will be mailed to any
address on receipt of 50 cents to cover cost
and postage.

Hongkong, 2nd May, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(B. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

[1453b]

Intimation.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841

THE LEADING MANUFACTURERS

AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect system of Filtration is
employed guaranteeing Absolute pur-
ity.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

MARRIAGES.

At Kensington, April 10th, L. E. PIPE-
WOLFE, to ETHEL MARY JANSON.

At Clifton, April 11th, Captain HERBERT
W. PECK, Sarawak Service, to MARY, only
daughter of Mr. Yates Stevens, of Clifton.

At Kensington, April 15th, E. W. MARTELLI,
to ELSIE KATE, daughter of George Jamieson,
C.M.G.

DEATHS.

On the 20th instant, R. M. MEHTA, aged
42 years.

At Surbiton, April 11th, LOUISE, wife of R.
C. Sillar, aged 69.

THE Hongkong Telegraph

HONGKONG, TUESDAY, MAY 21, 1901.

REUTER'S TELEGRAMS.

A NEW CHINESE LOAN.

LONDON, May 18th.

It is stated in the City that a Chinese loan
of sixty millions sterling has been interna-
tionally guaranteed, and is practically
arranged to be issued as soon as affairs in
China have quietened.

MRS. MCKINLEY'S ILLNESS.

Mrs. McKinley is better.

LATER.

THE KING'S BIRTHDAY.

The alteration in the date for the obser-
vance of King Edward's birthday was a mis-
apprehension, due to the King having direct-
ed the Courts of Law and Government
Offices to close this year on the 24th of May.
There will be no other official celebration
on that date.

BRITISH SOUTH AFRICA.

The burghers are 'dreading a winter cam-
paign in the bushveldt, and are surrendering
in increasing numbers.

ANOTHER-BOER INVASION OF
CAPE COLONY.

May 19th.

Another Boer force has entered Cape
Colony under Commandant Vanreenan, and
has reached Zuarburg.

OPERATIONS IN THE EASTERN
TRANSVAAL.

The Boers with four guns thrice attacked
General Bullcock's column between Amers-
foort and Ermelo. The latter made an at-
tempt to capture the guns but failed.

The Boers retreated to Carolina.

LATER.

DE WET'S MOVEMENTS.

The latest news of De Wet reports him to
be trekking rapidly south past Boshof, with
forty followers. He is believed to be again
making for Cape Colony.

PROPOSED WAR MEMORIAL
AT CAPE TOWN.

King Edward has become patron of a fund
for the purpose of erecting a Cathedral in
the eastern part of Capetown as a memorial
to those fallen during the war.

WEATHER REPORT.

The Observatory report says:—
On the 21st at 12.5 p.m. the barometer has
fallen in S. China and W. Japan. The depres-
sion is moving Eastwards between the E. coast
of China and W. Japan. Gradients slight with
light variable winds on the China coast. Fore-
cast:—S.W. winds, light, fine.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

TENDERS for the supply of tea to H. M. Fleet
for one year are advertised for, as will be seen
by reference to another column.

The remains of the burnt ship, *R. D. Rice*,
details concerning which we have already pub-
lished, were sold by auction on the 13th inst.
at Kobe. The total sum realized for hull, cargo
etc. salvaged, was \$10,172.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

THE Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—

Ho Ngok Lau, \$50

We would remind our readers of the sale by
auction to-morrow by Messrs. Hughes & Hough
of the steamer *Sobraon*, with her gear, engines,
boilers, coal in her bunkers, etc., as per our
advertisement, at 12 o'clock noon.

Mr. P. H. Herlihy, who was chief engineer of
the *Rio de Janeiro*, has failed in his injunc-
tion suit to restrain the U. S. Inspectors
from refusing to issue him a chief engineer's
license. The U. S. Circuit Court decided that
it had no jurisdiction.

THE official returns of cases of communicable
disease reported as occurring in the Colony
during the week ended 18th May show:—

Bubonic Plague, 122 cases, 113 deaths, all but
19 of the cases being from the City; Enteric
Fever, 2 cases 2 deaths, both Chinese.

We (*Globe*) have received a post-card which
left London for Hongkong on February 8th,
arrived there on March 13th, and on the same
day was re-despatched to London, where it
was received on April 13th. As the return was
made by way of Vancouver, the post-card has
actually made the circuit of the world in sixty-
four days, which is sixteen less than Jules
Verne dreamed of. Our contemporary, says
the *L. & C. Express*, mentions *via* Vancouver,
but this is evidently a mistake. The mail
delivered on 13th came *via* Tacoma. The
post-card probably came up from Hongkong to
Yokohama by a chance steamer and just caught
the Northern Pacific steamer leaving for
Tacoma.

In the Yokohama Ku Suibansho, on the 10th
instant before Judge Tanuma, judgment was
given in the case connected with the protest
raised by Mr. Gilmour, third officer of the
British steamer *Ajax*, against judgment given
in default in the same Court on the 22nd April
ordering him to pay damages of yen 49 to the
coolie Tanaka Shotaro for causing injury to
to the latter. The Judge (*the Japan Herald*
states) gave judgment that Gilmour should pay
damages of yen 18.66 to Tanaka, and that the
costs of Court previous to the judgment by
default should be borne by the petitioner, while
those after the judgment should be borne by
both parties, the appellant paying two-fifths
and the respondent three-fifths.

THE convict Soar, who escaped from Borstal
prison last November, has had a fine of
liberty before returning to gaol again. He seems
to have acted on the clever theory that the best
thing to do is the most unlikely. Together
with his fellow-convict King, who was recaptured
in January, he walked straight up to town
after breaking out of prison, and went to his
father's house in Deptford. And all the while
column upon column was decorating the half-
penny press describing desperate men in full
flight through the woods, or holding up a mail
car, and of terrorized cottagers propitiating
them by meals set outside the door! Soar, in unjour-
nalistic fact, was living at his father's all the time,
and he had little difficulty in finding work. The
family were known in the neighbourhood, and
so certain precautions appear to have been
adopted about his comings in and goings out.
If no watch had been kept at all, it may be
that Soar would be still at large, since they
aroused the suspicions of P. C. Stiles. We are
rather sorry for Soar, says the *Pall Mall Gazette*,
whose adventures might, with a little ingenuity,
be worked up into a good detective story. But
as he has a consistently maintained record of
crime, it is just as well that Borstal should
reclaim him.

STAFF-PAVMASTER Harrison Smith, who has
been appointed secretary to Vice-Admiral Sir
Cyprian Bridge, Commander-in-Chief on the
China Station, has had a more varied experience
than usually falls to the lot of members of the
accountant branch of the navy. In addition to
having on two occasions served in the Sudan
with the Naval Brigade as A.D.C. and quar-
termaster, he has twice been on a mission to
Abyssinia. On the first occasion he accompanied
the late Sir W. Hewitt, Governor of the Red
Sea, Littoral, whose secretary he then was, as
accountant officer of the mission. In 1886
he went himself as special envoy to King
Johna, to convey an autograph letter from
Queen Victoria and a sword of honour, as a
mark of the Queen's gratitude for services
rendered in relief of Sudan garrisons. The
chief importance of Mr. Harrison Smith's
mission on this occasion, however, lay
in the fact that he was entrusted with the de-
licate task of settling certain vexed questions
between Italy and Abyssinia. On his return
he visited Rome, en route to England, and was
well received in the Italian capital. For his
services on this occasion he was specially
promoted. In 1899 Mr. Harrison Smith pub-
lished his Abyssinian experiences in an enter-
taining volume, entitled 'Through Abyssinia: An
Envoy's Ride to the King of Zion.' Recently
he has been serving on the special
committee on the virtualizing of the navy,
appointed by the Admiralty.—*United Service
Gazette*.

We shall be obliged, if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.

THE King has been pleased to approve of Mr.
Oscar F. Williams as Consul-General of the
United States of America at Singapore; Mr.
Otto Gumprecht as Consul of Germany at
Hongkong; Mr. Donald A. Stewart as Consul
of Spain at Liverpool; Mr. James W. Murray
as Consul of Spain at Glasgow; Don Jesus M.
Zuinaga as Consul of Peru at Hongkong.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

A PLIMMOUTH correspondent states that the
Admiralty has cancelled the order to Keyham
factory to construct thirty-six Belleville water-
tube boilers for the cruiser *Encounter*, and
directed that the boilers shall be of the Durr
type. The *Encounter* will be the first vessel
in the British Navy fitted with such boilers.
The chief engineer of Keyham Dockyard will
proceed to the Durr Engineering Works, in
Germany, to obtain working designs.

THE Mitsui Bussan Kaisha are making some
alterations in their Tamsui—Hongkong and
Anping—Hongkong lines, as will be seen from
our advertisement columns. The *s.s. Daigi
Maru* leaves Hongkong on her maiden trip on
the 2nd prox, in place of the *Maidzururu
Maru*, and will run on the Tamsui—Hongkong
line alternately with the *Daigi Maru*. The
s.s. Maidzururu Maru takes the place of the
Asahi Maru and leaves on her first trip for
Anping (via Swatow and Amoy) on the 29th
inst.

AT Brentford recently Edward Langley, a
bright little lad of nine, summoned a woman
named Evans for malicious assault. The boy
stated that he was a newspaper seller, and on
one occasion while he was waiting outside a
Brentford publishing office he stooped down
and looked through the keyhole of the door.
Immediately he felt a sharp pain in his eye,
and found that it was caused by a hatpin. The
sight of the eye was permanently

NAVY ESTIMATES FOR HONGKONG.

A general summary of the Navy Estimates for 1901-1902 has been published in the *L. & C. Express*. They now give the vote for the Hongkong, so far as they appear on the face of the Estimates (the figures in parentheses are the votes for last year):—

HONGKONG.

Second in Command (on China Station), £3 per day; table money, £5 per day; total annual pay and allowances, £1,825.

Naval Yard—Naval officer in charge of establishments, £841; five of the retinue of establishments in charge, £350; Staff-Commander, R.N., £607; Chief Engineer, £723; two Engineers, £678; two Inspectors of engineering, £553; Chief Constructor, £918; Assistant-Constructor, £450; four Inspectors of Shipwrights, £977; Chief Boatman, £289; Chaplain, £417; Staff-Surgeon, for additional duties, in attending dockyard men and their families, £46; Store Officer, £713; Deputy Expense Accounts Officer, £575; three Assistant Naval Store Officers, £449; four Senior Writers, £903; four First class Dockyard Writers, £728; Senior Native Writer, £180; nineteen Native Writers, £1,958; two Timekeepers, £140; allowance to the Paymaster and Navigating Officer of H.M.S. *Tamar* for performing the local audit and continuing survey, £100; provision for full-pay leave in naval service, £57; provision for additional staff temporarily employed, £100. Total, £14,132 (£13,911).

Wages of sixty-five of Police, £2,700 (£2,309); Contingencies, £210 (£170); Water, £85; Gas, £760 (£650).

Victualling Yard—Deputy Victualling Store Officer, £379; colonial allowance, £80; house allowance, £90; Assistant Victualling Store Officer, £410; colonial allowance, £55; house allowance, £80. Senior Writer, £416; Writer, £70; Boy Writer, £38; Allowance to officers of H.M. Ships for performing duties of continuous survey, £16. Total, £1,352 (£1,116). Wages of artificers and labourers, four on the establishment, £716; seventy-one artificers and labourers, £1,049. Total, £1,765 (£1,207).

Hospital—Deputy-Inspector, full-pay, £767; hospital allowance, £112. Two Surgeons, full-pay, £529; hospital allowance, £210. Dispenser, £119; for charge of stores, £20; colonial allowance, £73. Two writers, £315; provision for full-pay leave, £49. Total, £2,200 (£2,042). Wages of forty-four hospital servants, £719; wages of chief sick-birth stewards, £101; allowance in lieu of provisions, £383. Total, £1,715 (£1,650). Wages of five of the Police Force, £116 (£112); Water, £30 (£25); Lighting, £200 (£205); Contingencies, £90 (£90). For contribution in aid of Lock Wards—among others the Hospital at Hongkong—there is a total vote of £1,358.

Naval Prison—Wages for a master-at-arms and four ships' carpenters, £324 (£321).

Naval Ordnance Department—Assistant Naval Ordnance Storekeeper, £445; Engineer, £557. Total, £802 (£780). Wages of eleven artificers of the Fleet, £2,661 (£2,411).

Works, Buildings, and Repairs—Extension of torpedo-workshop at Kowloon, £500. The total estimate for the work was £1,900, which has already been voted—Additional accommodation at Hongkong Hospital, £800. The total estimate for the work was £3,300, including £1,300, for land. The amount already voted has been £1,000—Rope way for transporting ammunition, £2,180. The total estimate for the work was £2,580, of which the War Department's share is £400; and the Admiralty share, £2,180—Minor new works, £320; additions and alterations, £1,089; ordinary expenses and maintenance, £1,350; ordinary expenses and maintenance for the Hospital, £350; additions and alterations at the Naval Ordnance, £1,841.

Superintendent of Works, Buildings, &c.—Civil Engineer, Salary, £1,518; colonial allowance, £53; house allowance, £80. Assistant Civil Engineer, Salary, £1,305; colonial allowance, £53; house allowance, £53. Assistant Surveyor, Salary, £63 (only part provided for); colonial allowance, £27; house allowance, £27. Draughtsman, Salary, £172; colonial allowance, £53; house allowance, £53. Accountant clerk, £96. Total, £1,393 (£1,293).

Loss by exchange incurred from payments by naval accountants on the East India and China Stations, &c., and discount on bills drawn, £2,500 (£2,500).

Miscellaneous—Assistant Paymaster employed as Commodore's Secretary, allowance of 2s. 6d. per day, £125. 6d. (£125. 6d.). There is a similar allowance for senior officer's clerk at Shanghai and Singapore. Engineering officer of H.M.S. *Tamar*, acting Harbour Master, allowance of £50 per annum (£50). Gunner of H.M.S. *Tamar*, allowance of 2s. 6d. per day, for charge of stores, &c., and charge of Torpedo Department at Kowloon, £277. 6d. (£277. 6d.). Warrant Officer of H.M.S. *Tamar*, allowance of 6d. per day for performing postal duties, £9. 2s. 6d. (£9. 2s. 6d.). Officer of Royal Marines, allowance of 2s. a day for audit of Store Accounts of Marine Clothing Department, £18. 5s. Private of Royal Marines as tailor and storeman, allowance of 1s. 6d. per day, £37. 7s. 6d. Private of Royal Marines, allowance of 1s. 6d. per day for repair of accoutrements, £13. 9s. 6d.

BY THE MAIL.

(From Home Papers.)

Dean and Chapter's Perquisites.

Truth, in speaking of the Coronation which is to take place towards the end of June, says:—The Dean and Chapter of Westminster are entitled to claim as "perquisites" every article which is taken into the Abbey for the purposes of the Coronation, and that reverend body reaped rich harvests in 1821; £831, and 1838. When the Queen was crowned there was a hand-to-hand fight after her Majesty had retired from the scene, between Lord Conyngham and one of the dignitaries, for a magnificent silver inkstand which had been in use, and the Lord Chamberlain, who was victorious in the struggle, hurried out of the Abbey with the inkstand in his arms, and rushed off in his carriage, accompanied by "my perquisites." It is probable that on the present occasion there will be a departure from the old precedent so much benefit, and that is a matter which will have to be considered by the Council Committee when the estimates from the various departments come to be considered. In 1831 the original estimates which were sent in amounted to upwards of £100,000, but they were so ruthlessly cut down by the Privy Council Committee that the Coronation of King William and Queen Adelaide cost something under £50,000.

Young Woman Shedding Needles.

The latest Parisian marvel is affording a chemist of Saint Germain a unique experience. Since the middle of April, a girl, sixteen years old, a domestic servant at a grocer's on the Marché Neuf, has been going to him several times a day to have needles drawn from her flesh. "He keeps on his table for the purpose three pairs of nippers of different shapes and an electro-magnet. She will come in quite suddenly, and remark that she feels a needle

in her arm, or under her eye, or in her neck. The chemist is aware there is not a minute to lose, for if the point of the needle is not caught at once as it appears at the surface of the skin, it disappears, and wanders to some other part of the body. M. Mouchy has already extracted one hundred and twenty needles from this girl's body, and every day others are appearing. The greater number come to light in the left arm or the left hand, and round the right eye, but he has drawn needles from the cheek, the ear, the shoulder, the breast, and the feet. The arm is swollen and covered with little scars. The needles come out as if they were new. The girl, who is well-made and healthy, was eleven years of age when she made bets with other girls as to who would swallow the largest number of needles. One day she swallowed forty-nine. They went down her throat, she says, as easily as bread, but once she nearly choked, having by mistake swallowed her needles, points downwards. She feels a slight itching as the needle makes its way through the skin. The extraction is painless.

Kumasi Commemoration Dinner.

The officers who commanded the field force which relieved Kumasi gave a dinner on the 17th ult. in commemoration of that event, and Sir James Willecock took the chair. Mr. Chamberlain and Mr. Brodick were both present, and made admirable speeches, in which full justice was done to a very remarkable achievement. Mr. Chamberlain pointed out that there was in one sense no parallel in military history to the Ashanti Field Force, which was officered by white men, but was composed entirely of men of colour. These troops were fighting against a foe whom they had always feared, and knew by experience to be as dauntless as they were strong. Yet the Hausas, trained by British officers, proved that we are still equal to any demands that can be made on our administrative capacity. The Ashantis were completely defeated by men whom they had learned to despise. It was no bloodless victory, and the reproach of 1897 was washed away. Henceforth we shall be able to recruit our native troops from some of the bravest and most warlike tribes in West Africa.

Do You Play Bridge?

The inquiry "Do you play Bridge?" bids fair to become an indispensable preliminary, which if not satisfied by an answer in the affirmative, affords an unsurmountable barrier to the invitation to dinner, which the inquirer intends to follow. In fact the craze for this game promises to develop into a positive nuisance and to seriously disturb the freedom and comfort of social relations. Seekers after prandial pleasures, now find themselves compelled to seek instruction in the mysteries of Bridge at the hands of professors in order to obtain the essential qualification for invitation to houses where they have hitherto been welcome without it. Dinner is hurried through and conversation confined within the smallest possible compass in order that a move may be made to the card-tables, with as little delay as possible. All this is neither healthy nor dignified, and the misfortune is that, despite anything which may be said to the contrary, it is fostering and encouraging the gambling spirit, and worst of all among many very young men and women. We are fain to hope that like many other extravagances, it may die out, but we are not very sanguine on the subject.

The Gold Seam at Leith.

Gold in Leith! Why not? But its inhabitants, being prudent folk, will shake their heads and say "Eh, mon," or use some other local equivalent for the expression of philosophic doubt. One nugget does not make a gold mine, though the *Leith Herald* Pilot vouches that it contains thirty ounces to the ton. There is no ton, that is the worst part of the business. The seam was struck while the workmen were digging the foundations of the new hospital building, and it eluded after running for three feet. We fear that it has gone off to Klondyke. The find does not seem substantial enough, anyhow, to warrant the canny folk of Leith in handing over their hearts and homes to the voracious company-promoter, even if they come in "on the ground-floor." Let Leith stand firm. And when you come to think of it, the company-promoter will hardly venture to place them in the way of temptation. Specious court suits to wealth are best discovered in the wilds of Westralia or the uplands of West Africa, not in the heart of a city populated by long-headed Scots.

Warning to Volunteers.

Recollections of the arrest of Dreyfus and of the flash of Du Puy de Clam's bull's-eye are brought back by the new Army Order to the Volunteers against the communication of information about the armament and defences of fortresses to the Press. Have we, too, our alleged traitors? The cynic might be disposed to remark that no British fortress contained any secrets, and that, for that matter, this country contains uncommonly few fortresses worthy of the name. And it is, of course, not a case of treachery but of babbling. The information is conveyed out of mere good nature, and it is innocuous enough as a rule. A young officer or a promising sergeant, keen on work, lets himself go in his letters home, and his friends are indiscreet enough to show those letters about. But instances might conceivably occur in which a Woolwich secret, the mechanism of a new gun for instance, passed into the enemy's possession through the general avidity for news. If only for discipline's sake, besides, the Secretary for War has done well to caution the Volunteers that soldier's duties should carry with them soldiers' sense of professional honour.

THE FAR EAST.

There is nothing new to note with regard to the situation in China. No agreement, it would appear, has yet been reached among the Powers upon the various questions relating to the indemnities which are to be paid by China. It is believed that the total indemnity to be demanded will amount to about £60,000,000 or over. Preparations for the evacuation of China by the foreign troops appear to be steadily progressing. It is stated that Russia has suggested to the Powers a reduction of her claim for compensation in return for the signing of the rejected treaty and certain additional concessions in connection with the Siberian Railway. The King has been pleased to approve of Mr. Oscar F. Williams as Consul-General for the United States of America at Singapore. Mr. Otto Gumprecht as Consul of Germany at Hongkong. Mr. Donald A. Stewart as Consul at Sima. At Liverpool, Mr. James W. Murray as Consul of Siam at Glasgow. Don Jervis M. Zúñiga as Consul of Peru at Hongkong. Captain Truppel, Imperial German Navy, the new Governor of Kiaochow, and his family, was to leave Genoa for Tsing-tao, per Norddeutscher Lloyd steamer, on 30th ult. The two sons of the King of Siam, who are now studying at Cambridge, will pay a visit shortly to Berlin. The annual meeting of the China Association has been held. An official paper relating to China was issued on the 18th ult. It contains a review by Sir Claude MacDonald of the events in Peking last year.—*L. and C. Express*.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

From *The Money Market Review* of April 20th, 1901.

The 47th ordinary general meeting of the shareholders of this company was held at the Canton Street Hotel, E.C., on Wednesday last, under the presidency of Mr. J. Howard Gwyther.

Mr. William A. Main (joint manager) having read the notice convening the meeting and the directors' report and balance-sheet having been taken as read.

The Chairman said: The directors, in submitting the annual report for 1900, are confident that the shareholders will receive the statement with satisfaction. The results have only been obtained by hard work, incessant vigilance and prudence on the part of the executive, and as a mark of their appreciation, the court have unanimously voted to the staff a bonus of 10 per cent. upon their salaries. To be successful a bank must have the intelligent sympathy, as well as the mechanical services, of its officers, and to reach that ideal the men who are mainly responsible for the progress of the institution must feel that their endeavours are appreciated in a practical fashion. Those of you who take an interest in the welfare of India will have noted the gratifying report of the Finance Minister recently issued. Despite the two scourges of famine and plague, the country is progressing. Happily the people are now saved from the third evil—intestinal warfare—which so constantly devastated the land in the days prior to British rule. The Government are to be congratulated upon the decision they have come to in respect of the profit on the coinage. They have determined to set aside those earnings (£3,000,000) for the present, until they see more clearly the outcome of the new departure. Their recent large purchases of silver would appear to show that they have fallen into line with expressed opinion of the Chambers of Commerce and banks, and are resolved to maintain a reserve of ten crores of rupees in the Currency Department. The question is frequently put, How is it that the price of silver has not risen materially in view of such heavy buying by the Indian Government? The answer is that their action has saved the white metal from a heavy decline. Since they commenced operations in the Far East has not required to be supplemented by dollars, as the large sums previously sent have more than sufficed for the wants of the Straits Settlements. At the present juncture there are some industrial rocks ahead, which it will require skilful pilotage to avoid. Indigo, which has for a century played an important part in the well-being of Behar, is confronted with a serious competitor, in the shape of an artificial dye. After ten years of patient analysis, German chemists have produced a merchantable commodity, which threatens disaster to the Eastern grower. We will hope that the uses of adversity will bring about a sensible reduction in the cost of production, and that science, aided by Government subsidies, will render the plant more prolific, thereby enabling the Indian industry to successfully compete with its Western adversary. The cultivation of tea has also received a check, but that has been caused by production oversteering consumption. The rivalry between India and Ceylon is now bearing bitter fruit, and the survival of the fittest appears to be the only solution of the difficulty, unless, which is problematical, a general agreement to reduce picking is maintained for the next two or three years. I notice that the cultivation of linseed is rapidly increasing in Argentina. As you know, India is also a large grower, and this rivalry will tend to depress prices, and make it very necessary for the Indian grower to adopt all possible methods of economy in cultivation and transport, so as to prevent his young and vigorous rival from ousting him. Since we last met in October diplomacy in China has not made much advance. Warring interests have produced infirmity of purpose, and the Chinese have allowed negotiations to hang fire, hoping to weary the Ambassadors, or, still better, to produce disunion amongst the European nations. I think the English, whose chief aim is to foster trade, should endeavour to minimise the indemnity, and thereby keep within moderate bounds the necessity for increased taxation. The bait is held out of an abolition of light, concurrent with an increase of the import duties, but in the present corrupt condition of the native civil service this would probably prove to be a delusion and a snare, and officials, who have to exist mainly by indirect methods, would continue their squeezes, more especially as possible methods of economy in cultivation and transport, so as to prevent his young and vigorous rival from ousting him.

The postscript advertised for the cure of the Chinese "impasse" bring to my mind the condition of affairs during the stay of Paul at Ephesus—"Some therefore cried one thing and some another." Truly our Foreign Minister needs a level head and sober judgment amidst so much discord. Once the allies have settled terms of peace it is to be hoped that the Government will resume its ordinary avocations, and the people be permitted to quiet down. This will not be the case if foreigners of all sorts and conditions are allowed to roam at their sweet will over the country, seeking concessions and trampling upon the prejudices of the natives. If we desire to see a stable government we must not attempt a policy which would leave out of consideration the wishes of the people. The Chinaman is slow to move, and he will certainly be to our disadvantage. It is gratifying to notice that, despite the abnormal condition of trade, the Customs yielded last year a sum sufficient to meet the requirements of the foreign loans. In Japan, thanks to a dull silk season and the continuance of excessive imports, the balance of trade has remained adverse, with a consequent export of gold. There is no appearance, at the present juncture, of a reduction in the national expenditure, which would so greatly strengthen the financial position, and in the absence of that desideratum, another foreign loan would appear to be the only means of replenishing the cash reserves of the country. As regards our interests in Manila, the bank has no politics, but we must recognise in the re-election of a Republican President a determination to continue the mastery of the United States in the Philippines, with consequent protection to life and property. Under a wise and strong control those fertile islands will prove a most satisfactory dependency, but the inhabitants must be clearly taught that the Government will be continuous, and that there is no intention of abandonment and consequent relapse into barbarism. I do not think that the Americans have ever fully appreciated their responsibility in this matter. When they drove the Spaniards out of Manila they had to take upon themselves the consequences resulting therefrom. No question of internal politics should ever interfere with the duty they owe to the inhabitants and to civilisation. Gentlemen, I beg to move the following resolution:—That the report now presented, together with the balance sheet and profit and loss account, be approved and adopted.

Mr. Emilie Levita: I have much pleasure in seconding the resolution.

The resolution was put and carried unanimously.

The Chairman: I beg to move, "That a dividend at the rate of 10 per cent., free of

income tax, for the half-year to December 31st, be now declared, payable on and after the 24th inst."

Mr. William Christian: I beg to second it. The resolution was then unanimously agreed to.

The Chairman: I now have to move, "That Sir Henry Stewart Cunningham, K.C.I.E., who now retires by rotation, be re-elected a director."

Sir Alfred Dent, K.C.M.G., seconded the motion, which was carried unanimously.

The Chairman: I have also to move, "That Mr. Henry Neville Gladstone, who now retires by rotation, be re-elected a director."

The motion was seconded by Mr. Jasper Young, and unanimously agreed to.

The Chairman: Now, gentlemen, I have to ask you to elect your auditors, and to inform you that Mr. Maurice Nelson Girdlestone and Mr. Magnus Mowat again offer themselves for re-election.

Mr. James Jones: I have great pleasure in proposing, "That Mr. Maurice Nelson Girdlestone and Mr. Magnus Mowat be re-elected auditors for the ensuing year."

Mr. Benjamin Smyth seconded the motion, which was carried.

Mr. James Jones: I beg to propose that the best thanks of the shareholders be given to the directors and staff for their successful management of the bank. Some two years ago I said that directly railways were commenced in China it would be the signal for the biggest rebellion that country has ever seen. I think that in a great measure that prophecy is well borne out by the events at Peking, but that is nothing to what it will be when we begin mining or travelling through the hilly regions of Southern China, where every hilllock is a grave, and where every mountain contains thousands of them. The inhabitants will all be up in arms, the native troops will certainly sympathise with them, and foreign troops will be required to guard the workers on the railways, and also the railways themselves after they are made. With regard to the resolution, I may say that I have been a large shareholder of the bank for the last thirty years, and have shown my confidence in the management by never selling a share.

Mr. Benjamin Smyth seconded the motion, which was unanimously adopted.

The Chairman: Gentlemen, on behalf of my colleagues, the staff, and myself, I beg to thank you for your vote of thanks.

The proceedings then terminated.

THE FAR EAST IN PARLIAMENT.

THE YANGTZE VICEROYS.

In answer to Mr. Channing, Viscount Cranborne said on the 18th ult: We have been in frequent communication with the Viceroy at Nanking and Wuchang, since the flight of the Court from Peking, and the Consuls-General at Shanghai and Hankow were recently desired to inform them that their patriotic conduct during the recent crisis was highly appreciated by His Majesty's Government.

CHINESE LABOUR IN RHODESIA.

Mr. Chamberlain answered in the negative a question by Mr. W. Redmond as to whether His Majesty's Government had sanctioned the importation of Chinese labourers into Rhodesia.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer.....29.867
Thermometer.....75.2
Humidity.....84.0
Rainfall.....15.0

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.85 29.79
Temperature.....82 84
Humidity.....74 72
Rainfall.....— —

TO-DAY.
Tuesday, 21st May, 1901.

Chinese—4th of 4th moon of 27th year of Kwang-shi.
Sun—Rises.....5hr. 19min.
Sets.....6hr. 33min.
High water—Morning.....10hr. 21min.
Evening.....6hr. 0min.
Low water—Morning.....5hr. 47min.
Evening.....5hr. 38min.

ANNIVERSARIES.

1839—The delivery to the Canton authorities of 20,234 chests of opium completed.
1871—The Versailles troops entered Paris.
1873—Destructive tornado at Taiwan, Formosa.
1878—First parade of the Hongkong Volunteer Artillery.
1887—The French mail steamer *Menzak* sunk near the Sables from some accident to her machinery.
1892—Imperial Edict re anti-Christian literature issued.
1897—Russian Embassy arrived at Peking.
1898—Hon. J. H. S. Lockhart gazetted C.M.G.
1899—Two ladies assaulted in verandah under Burlington Arcade.

TO-MORROW.
Wednesday, 22nd May, 1901.

Chinese—5th of 4th moon of 27th year of Kwang-shi.
Sun—Rises.....5hr. 19min.
Sets.....6hr. 33min.
High water—Morning.....10hr. 21min.
Evening.....6hr. 0min.
Low water—Morning.....5hr. 47min.
Evening.....5hr. 38min.

ANNIVERSARIES.

1899—Shanghai Magistrate and Yu Shiu Wan agreed over New Shanghai settlement.

AGENDA.

TO-MORROW.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co. at the Dispensary.
Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Savona* and the portion of her cargo remaining on board.

Noon—Indo-China Co.'s steamer *Mausang* leaves for Sandakan.

4 p.m.—I. C. Co.'s steamer *Yuenang* leaves for Manila.

5 p.m.—C. M. Co.'s steamer *Perla* leaves for Cebu.

5 p.m.—A. L. Co.'s steamer *India* leaves for Japanese Ports.

Cargo ex *Melbourne* subject to rent.
Cargo ex *Nuernberg* subject to rent.
Cargo ex *Gizla* subject to rent.

THURSDAY, 23rd.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Coast Ports.

3 p.m.—Extraordinary General Meeting of the Shareholders of the Wanchai Ware house and Storage Co. Ltd. at their office.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 20th.
The officers of the American steamer *Tai-shan*, are Captain Patterson, T. Stephen, chief officer, W. Kay, chief engineer, Chas. Stunt, and officer, A. Adair, 2nd engineer; Taylor, 3rd engineer.

Jas. McDonald, chief engineer, s.s. *Chowan-shan*, has been promoted chief engineer, *Pak-shan*.

R. H. A. Kellar, acting chief engineer, s.s. *Pak-shan*, has been promoted 2nd engineer, *Pak-shan*.

James Jones, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chowan-shan*.

Fred. Dean, 2nd engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Makut Rakgikumar*.

Percy Smith, resigned P. W. D. joined s.s. *Pak-shan*, 3rd engineer.

E. J. Stoddart, chief engineer, s.s. *Diamante*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamante*, has been promoted chief engineer, *Diamante*.

T. H. Williamson, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamante*.

T. Clark, resigned from Douglas Co. 2nd engineer, *Esmeralda*.

J. Furniss, fr. on home leave has joined s.s. *Loong-sang*, chief engineer.

SHIPPING AND MAIL NEWS.

English (*Parramatta*) 24th inst.
American (*Doric*) 24th inst.
Indian (*Aravallu Apar*) 24th inst.
Canadian (*Empress of China*) 28th inst.
German (*Sachsen*) 28th inst.
German (*Preussen*) 28th inst.
Australian (*Arctic*) 28th inst.
American (*Michigan Maru*) 29th inst.
American (*Peru*) 8th prox.

The Imperial German Mail steamer *Preussen* left Kobe via Nagasaki and Shanghai on Sunday p.m., the 19th inst., and may be expected here on or about Tuesday, the 28th inst.

The T. K. K. steamer *Nippon Maru*, with mails, &c. from San Francisco to the 3rd inst. via Honolulu, arrived at Yokohama, and left for this port via India Sea, Kobe, Nagasaki, and Shanghai, on the 23rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Bennington*... at Kowloon Dock.
Union... " " "
Kiang Tung... " " "
Glenyle... " " "
Mead... " " "
Newark... " " "
Saturn... " " "
Burnside... " " "
Compania de Filipina... " " "
Glory... " " "
Progress... " " "
Taichong... " " "
Colonies... " Cosmopolitan "
Pelliana... " " "
Heungshan... " " "
Simangan... " " "
Victoria... " Aberdeen "

PASSED THE CANAL.
Outward—14th May—*Benlazers, Glauco, Malaya, Hudson, Sydney, Sambla*. 17th May—*Flintshire, Alcinous, Rhein, Crusader, Devonshire, Imogene*.
Homeward—17th May—*Idoneus, Marburg, Tantalus, Stiletta*.
Arrivals at Home—18th May—*Feibur, König Albert, Stenlor*.

Shipping.

Arrivals.

TELEMACHUS, British steamer, 1,340, J. Williamson, 20th May; Saigon 16th May, General—Nam Wo & Co.
CHARLES ROGIER, Belgian steamer, 1,201, Ch. Herfurth, 21st May; Bangkok 12th May, Rice—Doddwell & Co., Ltd.
INDIA, Austrian steamer, 1,797, C. Ghizzo, 21st May; Trieste 7th April, and Singapore 14th May, General—Sander, Wieler & Co.
YAKASA MARU, Japanese steamer, 3,105, J. B. Macmillan, 21st May; London 20th April, and Singapore 16th May, General—Nippon Yusen Kaisha.
KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 21st May; Japan 14th May, General—Nippon Yusen Kaisha.
WHAMPOA, British steamer, 1,110, M. E. Laver, 21st May; Shanghai 17th May, General—Butterfield & Swire.
ESMERALDA, British str., 966, G. T. Blackland, 21st May; Manila 17th May, Hemp—Sheehan, Tomes & Co.
LIZARD, British gunboat, 715, John C. Watson, 20th May; Swatow 19th May.
ROSETTA MARU, Japanese str., 2,602, N. Tate, 21st May; Australia and Manila 19th May, General—Nippon Yusen Kaisha.
PEKIN, British steamer, 2,522, Francis John, 21st May; London 5th Mar., and Singapore 15th May, General—P. & O. S. N. Co.

Clearances at the Harbour Office.
Sungking, British str., for Manila.
Pak Kong, British str., for Canton.
Mikie Maru, Japanese str., for Moji.
Hilgen, British str., for Shanghai.
Goodwin, British str., for Shanghai.
Changchow, British str., for Amoy.
Whampoa, British str., for Canton.
Daphne, German str., for Nagasaki.
Bergenhus, Norwegian str., for Kutchinotzu.
Loat, British str., for Bangkok.
Pakshan, British str., for Singapore.
Petriana, British str., for Palembang.

Departures.
May 21, *Nalal*, French str., for Shanghai, &c.
May 21, *Hutchins*, British str., for Tientsin.
May 21, *Hong Wan I*, British str., for Amoy.
May 21, *Foochow*, British str., for Shanghai.
May 21, *Nurnberg*, Ger. str., for Yokohama.
May 21, *Achilles*, British str., for Shanghai.
May 21, *Halum*, British str., for Swatow.
May 21, *Alonot*, French str., for Haiphong.
May 21, *Kachidate Maru*, Japanese str., Kutchinotzu.
May 21, *Sutans*, British str., for Calcutta.
May 21, *Sungking*, British str., for Manila.
May 21, *Mikie Maru*, Japanese str., for Moji.
May 21, *Pakshan*, British str., for Singapore.
May 21, *Loosok*, British str., for Singapore.
May 21, *Anping*, British str., for Shanghai.
May 21, *Newark*, American cruiser, for United States.

Passengers—Arrived.
Per India

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 24th May, at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 24th May, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 24th May, at 4 P.M.
INABA MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 31st May, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and to Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) about 5th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 18th May, 1901.

Hongkong, 21st May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA".....	SATURDAY, 25th May, at Noon.
"DORIC".....	SATURDAY, 1st June, at Noon.
"PEAK".....	TUESDAY, 18th June, at Noon.
"GOPTIC".....	THURSDAY, 27th June, at Noon.
"CITY OF PEKING".....	SATURDAY, 13th July, at Noon.
"GALLIC".....	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at each port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

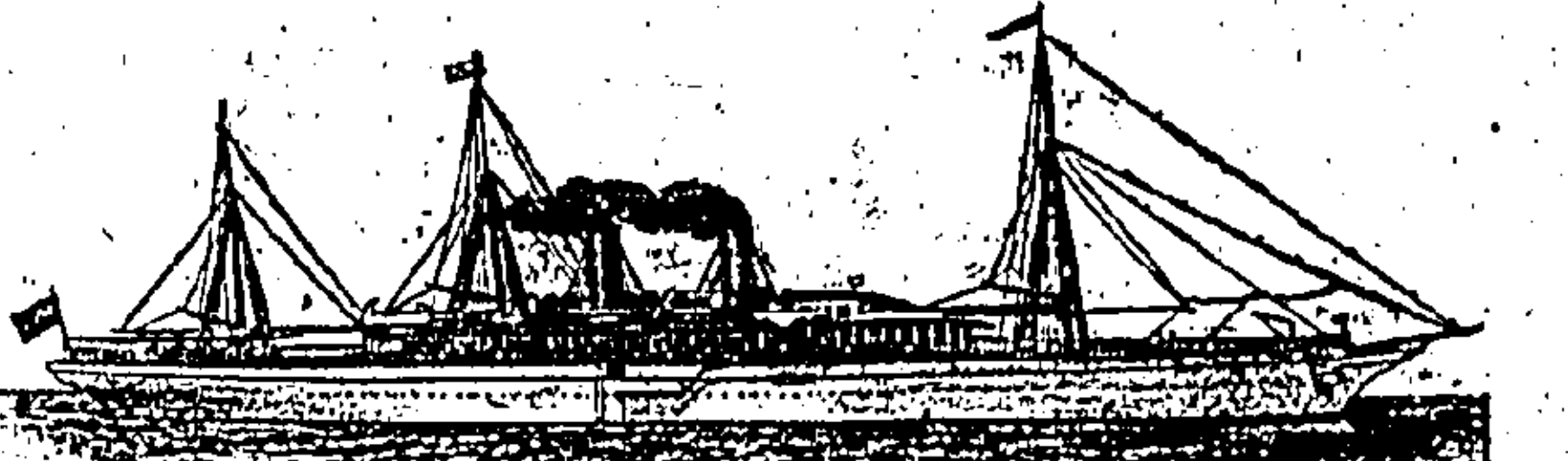
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA.....	Comdr. R. Archibald, R.N.R.....	WEDNESDAY, 5th June.
EMPEROR OF INDIA.....	Comdr. O. P. Marshall, R.N.R.....	WEDNESDAY, 26th June.
EMPEROR OF JAPAN.....	Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan-Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG, (Calling at SINGAPORE).	24th May. } Freight.
SEGROVIA.....	HAVRE and HAMBURG, (Calling at SINGAPORE and PENANG.)	31st May. } Freight.
WITTENBERG.....	HAVRE and HAMBURG, (Calling at SINGAPORE and COLOMBO).	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOV, SINGAPORE, SAMARANG and SOURABAYA.....	"SHANGTUNG".....	26th instant.
ILOILO and CEBU.....	"KAIFONG".....	27th instant.
MANILA.....	"CHANGSHA".....	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHA".....	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"PROMETHEUS".....	28th May.
"....."	"GLAUCUS".....	11th June.
"....."	"ALCINOUS".....	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"CALCHAS".....	28th May.
"....."	"DARDANUS".....	11th June.
"....."	"MACHAON".....	25th June.
LIVERPOOL (DIRECT).....	"PROMETHEUS".....	9th July.
"....."	"RHIPHEUS".....	6th June.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship "MAUSANG," Captain Welsh, will be despatched as above TO-MORROW, the 22nd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship "INDIA," Captain Ghezzi, will leave for the above places, TO-MORROW, the 22nd instant, at 5 P.M.

For Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 15th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOV.

THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 13379 about June 1

THE Steamship "BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 15th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship "GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "INDRANI," Captain....., will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ARARA," Captain....., will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 22nd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 18th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "YUENSANG," Captain Rolfe, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th May, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship "KASUGA MARU," (3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship "MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

SEA WITCH, American ship, Howes—Master, ADOLPH ORRIG, American ship, Amesbury—Standard Oil Co.

Hongkong, 15th May, 1901.

FRANCE AND THE BRITISH SUBMARINES.

The *Pall Mall Gazette* of the 19th ult. says:—There is bluer disappointment in the minds of French newspaper writers that the British Admiralty have so promptly taken up the problem of the submarine boat. We have stolen the brains of their naval inventors, they say, and they are very wroth. Says the *Journal de la Marine*—

We have seriously believed that in all the great modifications that have been brought about in the construction of submarines is the result of the important changes which the last fifty years of the century have produced in the art of naval warfare. All these changes have been sought out, experimented upon, studied, and finally realized by France, who has also been the first to apply them. These results have established in a brilliant and incontestable manner the skill of our engineers, but our rivals have not only appropriated the results of our labours, but they have not been slow to place themselves on equal terms with us, and finally to excel us in the application of these discoveries. We have been only the humble artisans working for them to establish their superiority.

All this, it is added, is due to the industrial supremacy of England. France built a commerce destroyer, *D'Entrecasteaux*, of 8,000 tons, and with a speed of 19 knots. She was to prey on English ships of commerce like a second *Alabama*. And Great Britain replied to the threat by building the *Touareg* and the *Terrible*, each of 14,000 tons and 27 knots, and the efforts of France were thus brought to naught; and the *Journal* wearily complains that "It is easy for England to place three armed cruisers for service where we can only place one."

IN THE QUESTION OF SUBMARINES GREAT BRITAIN has pursued the same perfidious conduct. Very quietly the British still until France had done all the preliminary work of experiment and trial, and now, after something of the nature of a real engine for naval war has been produced by their engineers, Britain quietly steps in and begins at the point France had reached. "It is very disappointing, of course. But it is even worse than that."

The English Government have not chosen to contribute by their own researches and work to upset a state of things to which the supremacy of the British Navy is due; the appearance of a boat which will plunge under the water and act on the offensive within a considerable radius of action has enlarged the question. At present all they wish is the protection of coasts and harbours.

But it was the intention of France to place herself in a position of offence towards England. In the near future the types *Narval* and *Holland*, being invisible enemies, would be in a position to operate against the English coasts and "carry destruction" into the midst of the naval forces which protect them. They would be able to seek and hunt out these same forces even in the harbours and roads where they are lying at anchor.

But the ability of England to reply with some other equally good engine and protect herself as she has always done oppresses the writers' mind.

On the other hand, if England with any chance of success is able to oppose with the torpedo-destroyer, or some other force of an equalizing nature, she will render all this impossible to the submarine. There will be some other means of defence against these redoubtable engines, though the solution does not appear to be near. England will find her best means of protection to attack the coasts of the enemy. Anyways, she has five submarines on the stocks, and it is believed that these will be followed shortly by others. The English have kept it a great secret. They have allowed a time of serious observation and attention to pass not with indifference but entering on the path opened by other nations.

WHAT FRANCE IS DOING. The writer takes consolation from the reflection that although England does begin, it is easy for her to put three armed cruisers where France can only put one, yet the start in submarines which France has revolutionized the conditions of naval war, and he hopes, is such that she need not fear what England can do for a long time to come. "Doubtless," he says, "more than a year will pass before the *Holland*, or vessels of that class, however perfect they may be, can really be placed on service." Then follows an enumeration of France's flotilla of submarines:—

We possess already four submarines in service actually employed in the same way as torpedo-boats—the *Gymniste*, the *Custode*, the *Marcel*, and the *Narval*. The *Francis* and the *Karrigan* will follow the *Gymniste* and the *Marcel* at Rochefort. At Cherbourg four are now on the stocks—the *Silure*, *Trilon*, *Silène*, and *Escapade*. During this year twenty-three more will be placed on the stocks, which will make altogether thirty-seven submarines.

These will make a most formidable fleet, sporting like porpoises round the English warships in the Channel and along her shores and holding them at the mercy of France. "The fact that England should launch into their construction shows that they are more menacing to her than to us," adds the writer complacently. But France is not to sit down quietly.

But since we have made a very real advance in that which concerns the submarine, let us work without ceasing to preserve this superiority. Our engineers, who have succeeded so brilliantly, will be able to work for themselves new improvements in profiting by the experience already acquired.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arthur, T.
Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awmijn, Miss
Ahera, J.
Arthur, Mr.
Agathe, G.
Binnerman, J.
Buron, Chas.
Bent, G.
Bryan, M. R.
Bernedo, J. C. G.
Bird, W. B. M.
Bohm, O.
Buhning, N.
Bastcherey, M. de
Barton, Miss A. C.
Barton, A. L. L.
Buissinne, W. T.
Benham, Burroughs, Miss
Ayres, A. C.
Boyer, Mrs. J.
Bergenski, C.
Burton, H.
Candler, W.
Chadling, Brothers & Co.

Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Cardridge, J.
Cowte, E. H.
Gallen, Capt. V.
Comie, Mrs.
Cahill, G.
Cooke, L. F.
Grigg, L.
Chambers, L. L.
Comrie, I. P.
Chu, Miss R.
Carrington, J. C.
Cuncin, Mrs.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Dautkewich, F.
Dunbar, T. E.
Dipple, Mrs.
Dean, F. P.
Dadson, W.
Darley, Miss H.
Dean, F.
Etienne, C.
Etzel, L. L.
Elkins, S. B.
Edmunds, H. W. S.
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Fui, J. P.
Goels, F.
Grant, W.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Grunstein, B.
Gomes, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Graham, Miss L.
Hartson, J.
Herrinville, L. D.
Honey, B.
Hardy, R. J.
Hachey, H.
Hoag, P. V.
Hookey, P. F. G.
Havermeier, F. C.
Huby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallford, F. J.
Hancock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henderson, W. L.
Hewney, Mrs.
Hawley, W. L.
Hakita, C.
Hartling, H. G.
Hastie, J.
Harwood, T.
Hughes, E.
Hughes, Mrs.
Ingold, F.
Inley, Mrs. H. R.
Johnson, J.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor)
Jenkins, C. M.
Janno, Mrs.
Jauston, Andreas
Kirkpatrick, M. C.
Kinn, C. H.
Kelper, G.
Karmantz, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneule and Streiff
Kukman, G. W.
Knapp, Jr., W.
Kobson, C. J.
Lawrence, C. C.
London, H. J.
Lester, H.
Lyall, H.
Laghaize, L.
Lies, Miss
Loher, A.

List of Registered Covers in Poste Restante.
Ahmed Iben, I.P.C.
Abd Khan, I.P.C. 798
Attare Khan, No. 774
Blank, Miss A. Arrandale, Southport (1)
Returned.
Bata Singh
Bova and Co., Supt.
Brewery.
Burkeli Ali Khan, I.P.C. 856
Bergmann, R. & R.
Brimble, Capt. A.
Bortolo, B.
Babal Singh
Clackson, William
Chunda Singh, I.P.C. 585
Clarke, J.
Chao, H. Y.
Crane, E. H.
Cox, Miss M. J.
Cotwell, H. R.
Damelli, Miss F.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Duff, A.
Foz, F. (2)
Fannaler (Bhaiy)
Falks, Blas.
Foschigne, A.
Ferreira, F. X. P.
Frampson, Mrs. (3)
Falsa, G. (Singapore).
Gawal Singh, I.P.C. 807
Garcia, R.
Gulab Khan, I.P.C. 509
Gunda Singh
Gleick, M.
Hand, J. (Manila), To Constancia Hand, Vic. Eng. School, Hongkong.
Harwood, Thomas
Hasham Ali, I.P.C. 667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. G., Portland (Maine), Returned.
Hakan Singh, I.P.C. 602
Hall, J. R.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Jawalla Singh, I.P.C. 614

List of Registered Covers for Merchant Ships.

S.S. *Ator* G. Nazimovich.
" *Belgian King* M. Richinson.
" *China* Mr. Comper.
" *Deucalion* M. J. Garbutt.
" *Elite Norsach* J. McCanthy.
" *Emma Luyken* Capt. Wallis.
" *Faillan* A. Anderson.
" *Idomeneus* T. Connolly.
" *U.S.S. Iris* Ray. Shear.
" *Manuel Laguna* E. Nielson.
" *Monmouthshire* Capt. J. Kennedy.
" *Monmouthshire* W. Cropley.
" *Prairie* R. B. Munro.
" *Reddy* John Mann.
" *Rauca* G. Frangescakia.
" *U.S.S. Relief* Chas. McFeely.
" *Relief* J. H. McNeil.
" *Relief* J. H. Miller.
" *Relief* J. Schneider.
" *Saint Jerome* Capt. A. Jones.
" *Shantung* Miles.
" *Uta* R. O. Lloyd. (2)
" *Urania* Capt. Wilson.

List of Unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Birdlime.
Butler Duncan Pigtail. Stranzen.
Chingtai.
Cheong Seng Loong. Teiching.
Dellagruz.
Duncan Chesney. Thl.
Warwell Writer. Toksham.
Fromeurite. Torpedo Depot.
Gee (Major). Tuigens.
Honjo.
Kamcheong. Wiyangsoo.
Kongyuechong. Wiyangsoo.
Kwongsingloong. Yecoon.
Laihoypuen. Yuenmow.
Laparak. 0508 (Swee Kee Chan).
Lichunshang. 0551, 4637 (Nam Hing).
Lichunshang. 5233, 3366, 3964, 2875.
Matthew, Joseph. 1331, 2250 (Wingon).
Messagerie. Tai, West Point.
Powice. 3940 (Kwong Yu Yun).
Quanonlong. Two.
Quanonlong. 0651, 3031 (Nam Wan).
Sham. 0208 (Swee Kee Chan).
Siangshoochan. 5502, 7127 (Manloong).
Steamer Wineland. 2688, 5283 (Wing Kee).

Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16]

JUST OPENED. A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTON, 22 & 23, Elgin Road, Kowloon. Hongkong, 15th April, 1901. [14]

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from oppression in breathing, stifling sensations, hoarseness, and loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sell by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy for the treatment of Acute and Chronic Discharges. These Capsules, unlike Quinine, have not the inconvenience of producing Malaria.

MATIO INJECTION is used in recent cases.

GRIMAULT & Co., Paris, sell by all Chemists.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN LA-HOON ROAD.

IS now in a position, in his new and commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty. Hongkong, 22nd September, 1898. [40]

Intimations.

NEW MUSICAL PUBLICATIONS, MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept). No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs). The "Lily" Waltz and "Eliza" Waltz. NEW FEATURE.—Pocket Edition of Pianoforte Music, including March dedicated to Hongkong Volunteers and POLKA to Peak Residents.

444c) To be had of all MUSIC DEALERS.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Number of which said Notes are as follows:—Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERNUOQUE, Acting Manager. Hongkong, 26th February, 1901. [261c]

WANTED.

ENGLISH MINING ENGINEER and MANAGER. First Class Testimonials. Wide Experience, is shortly terminating present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, CHINA or COREA. Address:—"CYANDIE," C/o Straits Times, Singapore. 30th April, 1901. [475c]

WANTED.

A COMPETENT SHORTHAND RE-PORTER. Apply, stating Qualifications and Salary required, to "X.A." C/o This Office. Hongkong, 19th April, 1901.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS. MONTHLY PAYMENT SYSTEM. TUNING. REPAIRS. Our Speciality. INSTRUMENTS. STRINGS. MUSIC. Grand stock, reduced to clear. Hongkong, 13th March, 1901. [26]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1896. [18]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition, and for Völgli's and Söhns' CELEBRATED OPERA GLASSES. MAKING GLASSES AND OPTIC GLASSES. Nos. 24 & 26, Queen's Road Central. [25]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

HARTMAN'S KODAKS AND FILMS. Sole Agents for CLEMENTS' WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" IS THE BEST. 44, QUEEN'S ROAD, Watson's Building. [24]

UNTOUCHED BY HAND. MELLIN'S FOOD

For INFANTS and INVALIDS. When prepared is similar to Breast Milk. MELLIN'S FOOD WORKS, FREEMAN, LONDON, ENGLAND.

Intimations.

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHEDS at JESSLETON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, 13th February, 1901. [200c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO., Agents. Hongkong, 26th January, 1901. [124c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

MITSUBI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central. Head Office—TOKIO. Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG AND all Ports in JAPAN.

Agencies:—Miiki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yashio Coal Mines. Yamano Coal Mines. Maouma Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanagafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Miike Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. MITSUBI BUSSAN KAISHA, M. FUJISE, Manager. Hongkong, 11th December, 1899. [13]

NEW GOODS.

PLENTY IN HAND. D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [41]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES. JEVES FLUID. THE BEST ANTISEPTIC. SANITARY SOAP. DISINFECTANT SOAP. AVOID ALL RISK OF OUTBREAK IN ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 6th March, 1901. [17]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST. No. 4, Queen's Road Central. Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST. TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

SIEN TING, SURGEON DENTIST.

No. 14, D'ARIGULAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [19]

Insurances.

"Strongest in the World" ONE DAY TOO LATE

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price. To-day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. At hundred years—yes, thousands of men say:— "To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result:— Can you afford to run the risk? THE EQUITABLE LIFE ASSURANCE CO. F. KENE, Manager, Hongkong. [150c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co., Hongkong, 28th May, 1898. [110]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & Co., LIMITED, Agents. Hongkong, 14th May, 1901. [4]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. GEORGE ECKLEY, Acting Agent. Hongkong, 16th May, 1901. [11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship "GISELA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 17th May, 1901. [122c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NUERNBERG."

Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 18th May, 1901. [536c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship "MELPOMENE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Optional Cargo will be discharged here, unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, on the 24th instant, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 18th May, 1901. [114c]

The Share Market.

LATEST QUOTATIONS

(May 21st).

Companies.	Paid up Capital.	Latest quotation.
Banks		
Hongkong & Shanghai Banking Corp.	\$125	380 X premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 sellers
Do. Founding	£ 4	\$15 buyers
Marine Insurance		
Union Ins. Society of Canton, Ltd.	\$ 50	\$335 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sales
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 sellers
Shipping		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$342 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$136 sales
China & Manila S.S. Co., Ltd.	\$ 50	\$64 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$53 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 20	\$104 sales
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refineries		
China Sugar Refining Co., Ltd.	\$100	\$134 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining		
Punjom Mining Co., Ltd.	\$ 8	\$74 buyers
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	250,000	\$320 buyers
Queen Mine, Ltd.	25 cts.	7 cents sellers
Jelabu Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Altan Gold Mining Co., Ltd.	175,000	\$20 sellers
Oliver Freehold Mines, Ltd. A.	\$ 5	\$22
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14 buyers
Docks, Wharves and Godowns		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$315 buyers
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$64 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$224 buyers
Lands, Hotels and Buildings		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$197
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$36 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$30 sellers
Omni Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Oiler Companies		
Albama, Limited	\$500	200 p. buyers
La Commercial, Ltd.	\$500	100 p. buyers
Hensiana Limited	\$500	100 par buyers
La Favorita	\$500	100 p. sellers
Miscellaneous		
Green Island Cement Co., Ltd.	\$ 10	\$194 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 sales
A. S. Watson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$24 sales
Hongkong Electric Co., Limited	\$ 10	\$123 sales
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$174 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High Level Tramway Co., Ltd.	1,100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 10	\$30 sales
Campbell, Mount and Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Cement Works, Ltd.	£ 1	\$1.10 sales
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	King, Maj. H. S., R.E.
Angus, Mr.	Kirkwood, Mr. J.
Arnold, Mr. H.	Lange, Mr. P. A. De
Atkinson, Mrs. & Miss	Liblain, Mr. J.
Auld, Mr. J. S.	Little, R.E., Major
Bailly, Mr. W. S.	R. P.
Bell, Mr. and Mrs. O.	Long, Mr. & Mrs. D. M.
M. D.	Lyons, Mr. R.
Benjamin, Mr. D.	Macdonald, Mr. D.
Beringer, Mr. F. J. G.	Macdonald, Mr. D.
Berg, Mr. V.	Marlow, Mr.
Bernard, Mr. and Mrs.	Mattcock, Mr. S. C.
	McLellan, Mrs. and
	infant
Black, Mr. D. F.	McWilliam, Mr. J.
Brandreth, R.N., Lt. &	Measor, Mr. F. C.
Mrs.	Miller, Mr. J. C.
Brooks, Major & Mrs.	Mudge, Mr. Geo.
J. C.	Or, Mr. R.
Brooks, Mr. J. W.	Or, Capt. S. G.
Bruce, Mr. and Mrs.	Parfitt, Mr. W.
Burnie, Mr. C. M. G.	Parr, Mr. D.
Bustout, Mr. D.	Pascual, Mr. C.
Cameron, Mr. D. H.	Philippi, Mr. E.
Clark, Dr. & Mrs. F.	Price, Mr. C. J.
Cole, Mr. G. E.	Reich, Mr. A. H.
Dancey, Mr. C.	Rice, Mr. W. M.
Davis, Mrs. W. & child	Robertson, Mr. V.
Deane, Mr. F. C.	Schorn, Mr. C.
Discombe, Mr. G. M.	Schorn, Mr. C.
Dorehill, R.A., Major	Smithers, Mr. R. G.
Duff, Mr. W. S.	Stevens, Mr. H. Goyne
Duncan, Mr. D.	Stewart, Mr. D. H.
Dyson, Capt. P. S.	Taylor, Mr. E. G.
Fennar, Mr. J.	Thomas, Mr. H. H.
Gibson, Mr. Kennedy	Tibbey, Mr. H. M.
Glover, Mr. C.	Waite, Mr. H. E.
Grant, Mr. John	Wakeman, Mr. G. H.
Harold, Mr. W.	Walsh, Mr. W.
Hochappel, Mr. E. C.	Watts, Mr. and Mrs.
Howard, Mr. Thos.	Frank W.
Huke, Mr. and Mrs.	Whitely, Mr. W. J. G.
A. N.	Wild, Lieut. and Mrs.
Humphreys, Mr. R. E.	Egnall
Innes, Capt.	Williamson, Mr. and
Irving, Mr. E. N.	Mrs. A. A. and child
Jackman, Mrs. J. B. and	Woolen, Mr. J. J.
child	
Joseph, Mr. & Mrs. E. S.	
Katsch, Mr. E. A.	
Kiene, Mr. and Mrs. F.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lee, Mr. J. E.
Benjamin, Mr. S. S.	Mackie, Mr. C. Gordon
Bonnam, Mr. J. W. C.	Major, U.S.N., Mr. C.
Brayne, Mr. H. F. R.	J. M.
Brown, Colonel F.	Martin, Mr. R.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Newall, Mr. Stuart G.
Carrington, Sir John	O'Gorman, Col. The
C.M.G.	O'Gorman, Madam
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. John R.N.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Dann, Mr. G. H.	Quinn, Mrs.
Dixon, Mr. F.	Rouse, Mr. M.
Ezekiel, Mr. J. S.	Rouse, Mr. M.
Ezekiel, Mr. R. M.	Rublee, Mr. and Mrs.
Forbes, Mr. Andrew	W.A. (U.S. Consul)
Fraser, Mr. and Mrs.	General child and
W. W.	maid
Graham, Mr. D. M.	Shellin, Mr. Edward
Harrison, Dr. and Mrs.	Sinclair, Mr. A.
G. M.	Stokes, Mr. A. G.
Gumpert, Mr. and Mrs.	Tomlin, Mr. G. L.
Hays, Mr. J.	Wheeler, Mr. Col. J. L.
Hughes, Col. G. A.	Wheeler, Lt. Col. J. L.
Irvine, Mr. E. H.	Lang, Dr. K.

CRAIGIEBURN.

Anderson, Mr. Jas.	Cuthbertson, Mr. C. S.
Boyle, Mr. and Mrs.	Helms, Mr. W.
Lionel	Low, Mr. A. R.
Brown, Mr. and Mrs.	Pye, Mr. E. Burns
H. Matheson	Suter, Mr. Hugo
Canton, Staff Surg. H.	Volpicelli, Consul
Canton, Mrs.	Crouch, Mr. J. W.

KOWLOON HOTEL.

Cleashy, Mr. W. H.	Leary, Lieut. C.
Davies, Mr. W.	Mercer, Mr. and Mrs.
Dean, Mr. F.	and family
Downs, Mrs. Lottie	Nobbs, Prof. A. P.
Earby, Mr. E. A.	Spittles, Mr. G. F.
Lewis, Mr. and Mrs.	Williams, Mr. G. F.
E. G.	Wishett, Mr. and Mrs. H.

EXCHANGE.

Hongkong, 21st May.	
ON LONDON, Telegraphic Transfer, 1/11 9/16	
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 2/10 1/16	
D'Almeida, 4 months' sight 2/10 3/16	
ON PARIS, Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 2/10 1/16	
ON NEW YORK, Bank Bills, on demand 1/11 1/16	
Credits, 30 days' sight 1/11 1/16	
ON HONGKONG, Telegraphic Transfer 1/11 1/16	
Private 30 days' sight 1/11 1/16	
ON SHANGHAI, Telegraphic Transfer 1/11 1/16	
Private 30 days' sight 1/11 1/16	
ON YOKOHAMA, T.T. 1/11 1/16	
Credits, 30 days' sight 1/11 1/16	
Sovereigns, Bank's buying rate 1/11 1/16	
Gold Leaf 100 touch, per tael 1/11 1/16	
Bar Silver 100 touch, per tael 1/11 1/16	
Butter 100 touch, per tael 1/11 1/16	

OPIMUM QUOTATIONS.

Hongkong, 21st May.	
New Putna	5932 per chest.
Old Benares	9734
Old Benares	965 per picul.
Old Malwa	830
Persian, paper tied	810

VESSELS IN PORT.

Steamers.	
ANPING MARU, Japanese steamer, 1,053	
Atsumi, 18th May, Fochow via Amoy	
and Swatow 17th May, General—Mitsui	
Bussan Kaisha.	
ANTONIO MACLEOD, American steamer, 880, 1	
Ugarte, 18th May, Iloilo 14th May, Sugar	
and Sapan—Wool—Brandao & Co.	
ATHENIAN, British steamer, 2,444, H. Mowatt,	
8th April—Vancouver via Gomog, Kobe	
and Moji 7th March, Timber and Flour—	
G.P. R. Co.	
BENGLOE, British steamer, 1,039, James	
Potter, 19th May, London 1st April, and	
Singapore 19th May, General—Order	
BROGHUS, Norwegian steamer, 2,344, H. H.	
Sydenham, 9th May, Moji and May, Coal—	
Butterfield & Swire.	
BURNING, American steamer, 1,000, H. H.	
Laffin, 14th April, Manila 11th April,	
Cable—Government.	
CHEANG-CHOW, British steamer, 1,213, H. G.	
D. Robinson, 20th May, Penang 10th	
May, and Singapore 19th, General—	
Chinese.	
CHINA, American steamer, 1,187, W. B. San-	
bury, 16th May, San Francisco 17th	
April, and Shanghai 14th May, Mails and	
General—P. & S. S. Co.	
DAPHNE, German steamer, 1,200, Th. Nissen,	
19th May, Moji 8th May, General—	
Siemssen & Co.	

DEUTEROS, German steamer, 1,001, F. F. F. F.	
20th May, Bangkok 13th May, Rice—	
Siemssen & Co.	
ELITA NOSSACK, German steamer, 1,161, H.	
Brühl, 18th May, Chinkiang 13th May,	
General—E. A. T. Co.	
ELBA, German steamer, 1,702, Schonwandt,	
13th May, Canton 13th May, Coal—	
Jensen & Co.	
FRANCAIS ARAGO, French Telegraph steamer,	
1,805, Mascart, 17th May, Amoy 11th	
May, Ballast—Arnhold, Karberg & Co.	
GERMANIA, German steamer, 1,713, A. Ben-	
dixen, 18th May, Hongkong 16th May, Coal—	
Jensen & Co.	
GOODWIN, British steamer, 2,324, A. Jackson,	
13th May, Manila 16th May, Ballast—	
Order.	
HANOCHOW, British steamer, 999, J. Pearce,	
21st May, Shanghai 18th May, General—	
Butterfield & Swire.	
HOHAI, French steamer, 532, Merlees, 18th	
May, Pakhoi and Hoihow 17th May,	
General—A. R. Marty.	
KUTSANG, British steamer, 1,495, T. W. Selby,	
19th May, Samarang (Java) 11th May,	
Sugar—Jardine, Matheson & Co.	
MAUSANG, British steamer, 1,614, Walsh, 8th	
May, Sandakan 2nd May, Timber—	
Jardine, Matheson & Co.	
MEADE, American transport, 5,520, G. W.	
Wilson, 26th April, Manila 23rd April,	
WANG, British steamer, 1,787, J. Young,	
12th May, Samarang 12th May, Sugar—	
Jardine, Matheson & Co.	
PERLA, British steamer, 1,234, R. W. Almond,	
18th May, Manila 15th May, General—	
Shewan, Tomes & Co.	
PETRIANA, British steamer, 1,140, Snopce, 25th	
May, Belik, (Papan) 19th May, Kerosine—	
Arnhold, Karberg & Co.	
PHRA CHULA CHOM KLAO, British steamer,	
1,011, R. Unsworth, 18th May, Bangkok	
12th May, Rice—Butterfield & Swire.	
POMPEY, American steamer, 785, J. H. Serive-	
ner, 21st May, Manila 18th May, Coal—	
U.S. Navy.	
PROGRESS, German steamer, 687, P. Brandt,	
17th May, Saigon 14th May, Coals and	
General—Siemssen & Co.	
SHANTUNG, British steamer, 1,835, T. Quail,	
18th May, Saigon 14th May, Rice and	
Rice-flour—Butterfield & Swire.	
SIMONGAN, Dutch steamer, 1,818, Sandman,	
17th April, Samarang and Saigon 29th	
March, Sugar—Yuen Fat Hong.	
SISHAN, British steamer, 845, G. E. Morehouse,	
19th May, Saigon 15th May, General—	
Bradley & Co.	
TAICHOON, German steamer, 850, W. Reher,	
16th May, Bangkok 6th May, Rice and	
Wood—Butterfield & Swire.	
TAI CHEONG, German steamer, 828, H. Ahrens,	
13th May, Saigon 8th May, Rice and	
Wood—Meyer & Co.	
ULYSSES, British steamer, 2,281, J. Edmand-	
son, 17th May, Saigon 14th May, Coal and	
Nuts—Butterfield & Swire.	
VICTORIA, American steamer, 2,112, J. Pantan,	
13th May, Tacoma 13th April, General—	
Doddwell & Co., Ltd.	
YUENSANG, British steamer, 1,167, P. H. Rolfe,	
R.N.R., 19th May, Manila 16th May,	
General—Jardine, Matheson & Co.	

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,262, Am-	
bury, 19th Dec.—New York and June, and	
Chelso 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,908, Herning, 14th	
Oct.—New York 29th June, Kerosine Oil—	
Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st	
Dec.—Cardiff via Cape Town 26th Sept.,	
Coal—Government.	
LARGO BAY, British ship, 1,178, F. Adams, 7th	
April, Nagasaki 1st April, Ballast—	
Sander, Nielsen & Co.	
LOUISE J. KENNY, American schooner, 155, A.	
H. Olsen, 30th Mar.—Ponape and Caro-	
line Island 11th Mar., Copra—Master.	
LUZON, American 4-masted schooner, 512,	
Aderson, 31st Mar.—Port Townsend 28th	
Dec, General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted bark, 1,997,	
A. H. Smith, 4th Mar.—from New York,	
Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd	
Feb.—Yap 9th Feb., Ballast—Siemssen	
& Co.	
ONI, British schooner, 1,951, R. Pinkham, 9th	
April, Cardiff 23rd Feb., Patent Fuel—	
Government.	
SEA WITCH, American ship, 1,172, Howes, 21st	
Feb.—Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May,	
Freemantle 26th Mar., Sankalwood—	
Master.	
VIMEIRA, British 4-masted bark, 2,333, D. S.	
Millan, 23rd June, New York 3rd Sept.,	
Case Oil—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Albion, British schooner, 1,951, R. Pinkham, 9th April.—Cardiff 23rd Feb., Patent Fuel.—Government.

EA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast.—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May.—Freemantle 26th Mar., San-Jalwood.—Master.

MEIMEIRA, British 4-masted bark, 2,333, D. S. Millan, 23rd June.—New York 3rd Sept. Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 21st, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Gradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Woonung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astrak, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Page, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Fochow.

Barfleur, 1st-class battleship, 13,300 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woonung.

Bonautilus, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brantley, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Briton, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Horwicher Wrey, Bari, Shanghai.

Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Fochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 13,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Chrysanthemum, sloop, 1,147 tons, 6 guns, 2,000 i.h.p., Com. C. Cunningham-Ingram, Shanghai.

Clasp, 2nd-class cruiser, 4,000 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Colossus, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wei.

Conestoga, coast defence gunboat, 600 tons, 12 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Crusier, twin screw, torpedo-boat destroyer, 360 tons, 12 guns, 5,440 i.h.p., in reserve.

Creed, 1st-class gunboat, 451 tons, 4 guns, 160 i.h.p., Canton.

Defiance, 1st-class battleship, 14,500 tons, 10 guns, 24,500 i.h.p., Captain E. S. Ingfield, Hongkong.

Diadem, 1st-class battleship, 12,050 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en route Shanghai.